GOVERNMENT OF INDIA
URBAN DEVELOPMENT
LOK SABHA

UNSTARRED QUESTION NO:3560
ANSWERED ON:07.12.2016
Private Investment in Public Transport
Gopalakrishnan Shri R.;Kambhampati Dr. Hari Babu

Will the Minister of URBAN DEVELOPMENT be pleased to state:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

a) whether the Government proposes to encourage private investments in public transport system and if so, the details thereof;

b) whether the Government has conducted any study regarding requirement and availability of public transport and parking space in various cities including Chennai, Madurai and Visakhapatnam and if so, the details thereof;

c) whether the Government has formulated any policy to provide parking space including multi-level parkings for vehicles to decongest urban areas including Chennai and Madurai and if so, the details thereof;

d) the details of funds allocated in this regard during each of the last there years and the current year, city and State-wise; and

e) the other steps taken/being taken to improve the public transport system, make the urban areas congestion free and provide parking space in various cities/urban areas in the country?

Answer

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT
(RAO INDERJIT SINGH)

(a): Yes, Madam. Ministry of Railways have informed that sectoral guideline for Private/ Foreign Direct Investment (FDI) has been issued
in November, 2014 which permits construction, operation and maintenance of suburban corridors through Public Private Partnership (PPP). Ministry of Civil Aviation have informed that private investment is allowed in the scheduled airlines and 100% FDI in airlines has been allowed recently. Ministry of Urban Development has issued National Urban Transport Policy, 2006, which encourages use of partnerships and greater use of private capital in areas where the private sector can competitively deliver urban transport services. An advisory for exploring the possibility of private participation in the implementation of metro rail projects has been issued by the Ministry of Urban Development in August, 2014.

(b)&(c) : Urban Transport is intertwined with Urban Development, which is a State subject. As such, matters related to study of availability & requirement, planning and improvement of public transport system in cities/urban areas and provision of parking space including multilevel parkings for vehicles to decongest urban areas are dealt by concerned State/Union Territory (UT)/Urban Local Body (ULB).
Ministry of Urban Development had conducted a study through Centre for Environmental Planning and Technology University (CEPT) and Institute of Urban Transport (IUT) India in year 2012 for 12 cities across India for establishing Service Level Benchmarks for Urban Transport. The study included survey on availability of public transport and parking spaces details of which are in Annexure-I.
National Urban Transport Policy, 2006 issued by Ministry of Urban Development envisages to levy high parking fee that truly represents the value of the land occupied. It should be used as a means to make use of the public transport more attractive. Priority is to be given for the allocation of parking space for the public transport vehicles and non-motorised modes.

(d): Financial assistance provided for public transport and parking projects by Ministry of Urban Development, State and city wise, during last three years and the current year are annexed as below:
<pre>
(i) Bus Rapid Transit System (BRTS) : Annexure-II
(ii) Metro Rail Projects : Annexure-III
(iii) Buses sanctioned during 2009-10 : Annexure-IV
(iv) Buses and Ancillary infrastructure
projects sanctioned during 2013-14 : Annexure-V
(v) Parking projects : Annexure-VI
</pre>

(e): Urban Transport is intertwined with Urban Development which is a State subject. However, the Ministry of Urban Development has taken following steps to improve public transport and parking space in various cities:
(i) Issue of National Urban Transport Policy (NUTP-2006);
(ii) Issue of Advisory on congestion charges to State Governments/UTs;
(iii) Stipulating condition of developing Parking Policy by cities as one of the conditions under bus funding scheme;
(iv) Assistance for procurement of buses, ancillary infrastructure, implementation of Bus Rapid Transit System (BRTS), and Metro Rail

Projects; and
(v) Making Urban Transport an admissible component under Atal Mission for Rejuvenation and Urban Transformation (AMRUT) and Smart City Mission.

ANNEXURE-I

ANNEXURE-I REFFERED TO IN REPLY TO PART (b) OF THE LOK SABHA UNSTARRED QUESTION NO. 3560 FOR ANSWER ON 07.12.2016 REGARDING PRIVATE INVESTMENT IN PUBLIC TRANSPORT ASKED BY Dr. KAMBHAPATI HARIBABU AND SHRI R. GOPALAKRISHNAN

City-wise availability of Public Transport and Parking Space
(From the Service Level Benchmark study conducted by CEPT and IUT in 2012)
<pre>
Sl.
No Cities LoS* for availability of Public Transport LoS* for availability of Parking Space
1. Jaipur 4 4
2 Jammu- Katra 4 4
3. Nanded 4 4
4. Patna 4 4
5. Vijayawada 2 4
6. Delhi 2 4
7. Ahmedabad 4 3
8. Bhubaneswar 4 4
9 Hubli- Dharwar 3 4
10. Kohima 1 3
11. Mysore 2 3
12. Surat 4 3
*LoS: The Level of Service is represented by '1', '2', '3', and '4', where '1' represents the highest (Good) LoS and '4' the lowest LoS (Poor).
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ANNEXURE-II

ANNEXURE-II REFFERED TO IN REPLY TO PART (d) OF THE LOK SABHA UNSTARRED QUESTION NO. 3560 FOR ANSWER ON 07.12.2016 REGARDING PRIVATE INVESTMENT IN PUBLIC TRANSPORT ASKED BY Dr. KAMBHAPATI HARIBABU AND SHRI R. GOPALAKRISHNAN

Details of funds/ assistance provided by MoUD for BRTS projects during the last three years and the current year State and city wise:
<pre> (Rs. In lakhs)
Sl. No. State Name of the City Year wise release of ACA*
2013-14 2014-15 2015-16 2016-17 (upto Nov.)
1 Gujarat Ahmedabad 3,678.54 Nil NIL NIL
2 Surat 5,862.75 Nil NIL NIL
3 Madhya Pradesh Bhopal 1,034.50 Nil 620.70 1,034.50
4 Indore 714.63 Nil NIL NIL
5 Maharashtra Pune 1,315.20 Nil NIL 432.00
6 Punjab Amritsar 6,194.25 Nil 3,716.55 6,194.24
Total 18,799.87 Nil 4,337.25 7,660.74

*ACA-Admissible Central Assistance
</pre>

ANNEXURE-III

ANNEXURE-III REFFERED TO IN REPLY TO PART (d) OF THE LOK SABHA UNSTARRED QUESTION NO. 3560 FOR ANSWER ON 07.12.2016 REGARDING PRIVATE INVESTMENT IN PUBLIC TRANSPORT ASKED BY Dr. KAMBHAPATI HARIBABU AND SHRI R. GOPALAKRISHNAN

Details of fund* released by MoUD for Metro Rail projects during the last three years and current year State and city wise:
<pre> (Rs In crore)
Sl No. State Name of City 2013-14 2014-15 2015-16
2016-17 (upto Nov.)
1. Delhi NCR Delhi 2,576.61 3,202.51 4,857.54 6,987.46
2. Tamil Nadu Chennai 2,010.17 1,006.8 1,773.59 1,068
3. Karnataka Bangalore 844.5 1,371.87 1,245.79 541.77
4. Maharashtra Mumbai 0 0 173.56 500
5. Maharashtra Nagpur 0 0.5 84.47 385.5
6. West Bengal Kolkata (East west corridor) 10 0 0 0
7. Kerala Kochi 125 540.99 643.96 434
8. Gujarat Ahmedabad 0 0 366.26 186
9. Uttar Pradesh Lucknow 0 0 140.92 160

Total 5,566.28 6,122.67 9,286.09 10,262.73

*Includes Equity, Subordinate Debt, Pass Through Assistance (PTA) and Grants
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ANNEXURE-IV
ANNEXURE-IV REFFERED TO IN REPLY TO PART (d) OF THE LOK SABHA UNSTARRED QUESTION NO. 3560 FOR ANSWER ON 07.12.2016 REGARDING PRIVATE INVESTMENT IN PUBLIC TRANSPORT ASKED BY Dr. KAMBHAPATI HARIBABU AND SHRI R. GOPALAKRISHNAN

<pre>
Details of funds/ assistance provided by MoUD during the last three years and the current year for Buses sanctioned in 2009-10, State and city wise:
(Rs. In crore)
Sl. No. State City 2013-14 2014-15 2015-16 2016-17 (upto Nov.)
1. Karnataka Bangalore 10.6 NIL NIL

NIL
Mysore 3.64
2. Madhya Pradesh Ujjain 3.78
3. Maharashtra MMR*-Navi
Mumbai 1.35
MMR-Kalyan Dombivili 0.69
Nagpur 5.68
4. Punjab Ludhiana 13.04
5. Rajasthan Jaipur 6.59
TOTAL 45.37 NIL NIL NIL
*MMR-Mumbai Metropolitan Region
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ANNEXURE-V
ANNEXURE-V REFFERED TO IN REPLY TO PART (d) OF THE LOK SABHA UNSTARRED QUESTION NO. 3560 FOR ANSWER ON 07.12.2016 REGARDING PRIVATE INVESTMENT IN PUBLIC TRANSPORT ASKED BY Dr. KAMBHAPATI HARIBABU AND SHRI R. GOPALAKRISHNAN

Details of funds/ assistance provided by MoUD during the last three years and the current year for Buses and ancillary infrastructure like bus depot and Intelligent Transport System(ITS) control centre, sanctioned in 2013-14, State and city wise:
(Rs. In crore)
<pre>
S. No. States Cities 2013-14 2014-15 2015-16 2016-17 (upto Nov.)
1 Andhra Pradesh Vijayawada

NIL 4.77 0 0
2 Vishakhapatnam 4.77 0 0
3 Tirupathi 12.89 0 0
4 Kadapa 5.3 0 0
5 Guntur 7.95 2.78 0
6 Chittoor 3.98 1.39 0
7 Anantpur 5.3 0 0
8 Assam Guwahati NIL 54.99 0 44.02
9 Bihar Purnea 4.7 0 0
10 Darbhanga 4.01 0 0
11 Katihar 2.73 0 0
12 Bhagalpur 4.19 0 0
13 Madhepura-Saharsa 4.27 0 0
14 Aurangabad-Arwal cluster NIL 3.42 0 0
15 Siwan 3.84 0 0
16 Jehanabad-Nawada cluster 3.42 0 0
17 Gaya 1.79 0 0
18 Munger 2.56 0 0
19 Bhabhua-Sasaram cluster

NIL 2.56 0 0
20 Begusarai 3.07 0 0
21 Bairgania-Sheoher Cluster 4.36 0 0
22 Chandigarh Chandigarh NIL 11.62 0 0

23 Chattishgarh Ambikapur Custer NIL 3.1 1.2 0
24 Baloda Bazar Cluster 0.45 0.16 0
25 Bhilai-Durg Cluster 1.99 1.59 0
26 Bilaspur Cluster 2.27 0.8 0
27 Chirmiri 0.64 0.22 0
28 Dantewada Cluster 0.45 0.16 0
29 Dhamdha Cluster 0.45 0.16 0
30 Dhamtari Cluster 0.91 0.32 0
31 Gobranayapara Cluster 0.36 0.13 0
32 Jagdalpur Cluster 0.91 0.32 0
33 Janjgir Nalia Cluster 0.91 0.32 0
34 Jashpurnagar Cluster 0.45 0.16 0
35 Kanker Cluster 0.91 0.32 0
36 Kawardha Cluster 0.91 0.32 0
37 Khairagarh Cluster 0.54 0.19 0
38 Kondagaon Cluster 0.45 0.16 0
39 Korba Cluster 3.64 1.52 0
40 Mahasamund Cluster 0.45 0.16 0
41 Rajnandgaon Cluster 1.82 0.65 0
42 Raigarh Cluster 1.82 0.65 0
43 Raipur Cluster 1.14 0.91 0
44 Goa Panji NIL 7.21 1.79
45

Himachal Pradesh Una-Amb-Santokhgarh Cluster NIL 4.75 3.8 0
46 Dharamshala Kangra Nagrota Sri Chamundajee Cluster 10 8 0
47 Kullu − Manali Cluster 3.5 2.8 0
48 Nurpur − Jassur Cluster 3 2.4 0
49 Mandi − Sunder Nagar Joginder Nagar Cluster NIL 11 8.8 0
50 Nahan Ponta Sahib Cluster 2.25 1.8 0
51 Chamba Dalhousie Cluster 8.5 6.8 0
52 Rampur Rohru Cluster 7.49 6 0
53 Baijnath-Palampur- Joginder Nagar Cluster 10.2 8.16 0
54 Nalagarh-Baddi- Parwanoo Cluster 4 3.2 0
55 Hamirpur − Jwalamukhi Cluster 10 8 0
56 Bilaspur-Ghumarwin- Sunder Nagar Cluster 5.5 4.4 0
57 Shimla − Solan Cluster 10.74 8.59 0
58 Karnataka Bagalkot NIL 1.79 0 0
59 Bangalore 32.03 0 0
60 Belgaum 4.47 0 0
61 Bellary 2.74 0 0
62 Bhadravathi 4.76 0 0
63 Bidar 1.83 0 0
64 Bijapur 3.2 0 0
65 Chikkodi 1.79 0 0
66 Chitradurga 3.27 0 0
67 Davanagere 6.81 0 0
68 Gangavathi 2.28 0 0
69 Gulbarga 7.33 0 0
70 Hassan 4.76 0 0
71 Haveri 0.89 0 0
72 Hospet 2.74 0 0
73 Hubli- Dharwad 55.53 0 0
74 Karwar 1.79 0 0
75 KGF-Kolar 5.45 0 0
76 Koppal 1.83 0 0

77 Mandya NIL 2.92 0 0
78 Mangalore- Udupi 8.64 0 0
79 Mysore 12.65 0 0
80 Raichur 3.2 0 0
81 Ramanagara 1.95 0 0
82 Ranebennur 1.79 0 0
83 Shimoga 7.49 0 0
84 Sindhnur 1.83 0 0
85 Sirsi 1.79 0 0
86 Tumkur 5.45 0 0
87 Yadgir 1.28 0 0
88 Kerala Cluster-I (Kozikoda, Kalpetta & Malapuram) NIL 19.11 0 6.68
89 Cluster-II: (Kottayam, Thodupuzha & Pathanamathitta) 16.14 0 5.65
90 Cluster-III (Kannur, Kasargod) 3.97 0 1.4
91 Cluster-IV (Thrissur & Palakkad) 16.14 0 5.65
92 Cluster-V (Kollam & Alappuzha) 19.11 0 6.68
93 Maharashtra Kalyan Dombivli NIL 20.17 0 0
94 Kolhapur 6.28 0 2.52
95 Mira Bhainder 14.41 0 5.08
96 Navi Mumbai 22.95 18.34 0
97 Solapur 39.44 0 0
98 Thane 26.91 0 0
99 Vasai-Virar 7.58 0 0
100 Meghalaya Shillong NIL 23.16 0 0
101 Puducherry Puducherry NIL 7.77 0 0
102 Punjab Bathinda NIL 1.59 0 0
103 Rajasthan Jaipur NIL 30.79 0 0
104 Sikkim Gangtok NIL 4.25 3.42 0
105 Telangana Hyderabad NIL 12.1 9.69 0
106 Mahbub Nagar 3.98 0 0
107 Khammam 3.98 0 0
108 Karim-Nagar 9.28 0 0
109 Tripura Agartala NIL 12.19 9.75 0
110 West Bengal Kolkata NIL 62 45.4 0
111 Asansol 6.3 0 2.2
112 Durgapur 4.39 0 1.54
113 Siliguri 9.57 0 3.34
114 Jalpaiguri 7.17 0 2.52
Total NIL 884.21 173.94 89.07
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Funds released for ancillary infrastructure like bus depot and Intelligent Transport System (ITS) control centre sanctioned in 2013-14
<pre>
Sl. No. State City 2013-14 2014-15 2015-16 2016-17 (upto Nov.)
1 Karnataka Mandya NIL 2.4 NIL NIL
2 Ramnagara 2.36
3 Davangere 2.4
4 Shimoga 1.72
5 Bhadravati 2.38
6 Chitradurga 2.38
7 Hassan 2.17
8 Kolar 2.21
9 KGF 2.4
10 Tumkur 2.17
11 Mysore 2.4
12 Mangalore 2.38
13 Udupi 2.4
14 Divisional Workshop at Challaghatta/Bangalore 3.73
15 Madappanahalli/Bangalore 1.05
16 Huttanahalli/Bangalore 1.05
17 M. S. Palya./Bangalore 1.31
18 Kannur/Bangalore 1.13
19 Bairathi/Bangalore 1.05
20 Gulbarga 1.33
21 Raichur 1.48
22 Bellary 1.64
23 Bijapur 1.25
24 Maharashtra Creation of Depot at Navi Mumbai NIL 5.00
4.00
25 ITS at Navi Mumbai
Total NIL 49.79 NIL 4.00
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ANNEXURE-VI
ANNEXURE-VI REFFERED TO IN REPLY TO PART (d) OF THE LOK SABHA UNSTARRED QUESTION NO. 3560 FOR ANSWER ON 07.12.2016 REGARDING PRIVATE INVESTMENT IN PUBLIC TRANSPORT ASKED BY Dr. KAMBHAPATI HARIBABU AND SHRI R. GOPALAKRISHNAN
<pre>
Details of funds/ assistance provided by MoUD during the last three years and the current year for parking projects, State and city wise:
(Rs. in lakhs)
Name of the State Name of the City Project Title 2013-14 2014-15 2015-16 2016-17 (up to Nov.)
Delhi Delhi Covering of nallah from Press Enclave road passing through Sheikh Sarai, Chiragh Delhi, Panchsheel Enclave, Greater Kailash-I, Andrews Ganj upto Ring Road behind Police Station Defence Colony for providing Parking/Road cum parking under the Jurisdiction of MCD. 1,223.25 NIL NIL NIL
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